

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

December 3, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair	Mayor Thomas Schoaf, Litchfield Park
Vice Mayor Peggy Neely, Phoenix, Vice Chair	Supervisor Max W. Wilson, Maricopa
* Councilmember Robin Barker, Apache Junction	County
Mayor Marie Lopez Rogers, Avondale	Mayor Scott Smith, Mesa
Mayor Jackie Meck, Buckeye	Mayor Vernon Parker, Paradise Valley
Mayor Wayne Fulcher, Carefree	Councilmember Joan Evans for
Councilmember Dick Esser, Cave Creek	Mayor Bob Barrett, Peoria
# Mayor Boyd Dunn, Chandler	* Mayor Art Sanders, Queen Creek
# Mayor Fred Waterman, El Mirage	* President Diane Enos, Salt River
* President Clinton Pattea, Fort McDowell	Pima-Maricopa Indian Community
Yavapai Nation	Mayor Lyn Truitt, Surprise
Mayor Jay Schlum, Fountain Hills	* Mayor Hugh Hallman, Tempe
Mayor Fred Hull, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor William Rhodes, Gila River Indian	* Mayor Kelly Blunt, Wickenburg
Community	Mayor Michael LeVault, Youngtown
Mayor Steven Berman, Gilbert	* Felipe Zubia, State Transportation Board
* Mayor Elaine Scruggs, Glendale	* Victor Flores, State Transportation Board
Mayor James M. Cavanaugh, Goodyear	David Martin, Citizens Transportation
* Mayor Frank Montiel, Guadalupe	Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair Mary Manross at 5:00 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Manross noted that Mayor Boyd Dunn and Mayor Fred Waterman were participating by teleconference.

Chair Manross introduced Councilmember Joan Evans as proxy for Mayor Bob Barrett.

Chair Manross noted that materials for agenda items #8, #10, and #11 were at each place.

Vice Chair Neely presented a Resolution of Appreciation to Chair Manross for her service to the region. Chair Manross received a standing ovation.

Vice Chair Neely stated that the region will see the benefits of Mayor Manross's contributions in the areas of domestic violence, teen dating violence, and Proposition 400 for years to come.

Chair Manross thanked the Regional Council and said that the Resolution brought back many memories. She commented that the Regional Council was like her family and she appreciated the kindness, friendship, and respect over the years. Chair Manross said that she would pray for the Regional Council members because she understood their challenges to move a community forward. She thanked everyone for the opportunities she had been given, which also benefitted her greatly.

3. Call to the Audience

Chair Manross noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Chair Manross noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of interest. Mr. Smith reported that MAG has been working with Luke Air Force Base to provide air quality information to help them be competitive on the F-35 strike force fighters. He noted that the air quality information MAG staff developed has been submitted to the Pentagon and it removes a potential hurdle to the F-35 coming to the Valley. Mr. Smith stated that Luke Air Force Base, which contributes \$2.7 billion per year to the regional economy, is competing with Mountain Home, Idaho, for this fighter.

Mr. Smith stated that three or four freeway projects will be converging soon on Central Phoenix, and to get ideas for the best way to move traffic, a group of transportation experts has been brought in for a series of meetings with ADOT, MAG, the City of Phoenix, RPTA, and METRO. He expressed appreciation to Victor Mendez, Director of ADOT, for arranging these meetings.

Mr. Smith announced that MAG had received two Arizona Geographic Information Council Awards and acknowledged MAG staff who developed the projects: Best Analytical Presentation, Kurt Cotner and Jason Howard; and Best Cartography, Peter Burnett. Mr. Smith announced that the Salt River

Pima-Maricopa Indian Community also was honored with an award, Most Innovative, with staff member Gnani Marupakula.

Chair Manross thanked Mr. Smith for his report. No questions from the Council for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Manross noted that agenda items #5A through #5K were on the consent agenda. She noted that no public comment cards had been received. Chair Manross asked members if they had questions or requests to hear an item individually. None were noted.

Chair Manross called for a motion to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Vice Chair Neely moved, Councilmember Esser seconded, and the motion passed unanimously.

5A. Approval of the September 24, 2008, Meeting Minutes

The Regional Council, by consent, approved the September 24, 2008, meeting minutes.

5B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between April 2008 and September 2008 and includes an update on Project work, the remaining FY 2009 schedule, and ALCP revenues and finances. This item was on the agenda for information.

5C. Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

The Regional Council, by consent, approved the request to decrease STAN funding by \$12.2 million for the L101 from Tatum Boulevard to Princess Drive project and increase the funding by \$12.2 million for the L303 project that includes crossings at Bell Road, Cactus Road, and Waddell Road. In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. One of the STAN projects that is under construction is the HOV lane on L101 from Tatum Boulevard to Princess Drive. The bid for this project was about \$12.2 million less than the \$32.5 million of STAN funds allocated to this project. Another STAN project, which is on L303, involved the construction of crossings at Bell Road, Cactus Road and Waddell Road for a total of \$22 million. Final design for this project is underway and the construction costs have been revised to \$34.1 million. In addition, the right of way acquisition to complete this project is estimated at \$26.2 million. A shift of the project savings from the L101 HOV project to the L303 project is being requested. There is no fiscal impact on the MAG Freeway Program. The MAG Management Committee and the Transportation Policy Committee recommended approval of the request.

5D. Input on Business Representatives on the Transportation Policy Committee

The Regional Council, by consent, approved having the Chair of the MAG Regional Council forward the two names recommended by the TPC to the President of the Senate for consideration. With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2008, the terms of two of the TPC business members will expire. On October 28, 2008, a memorandum was sent to Regional Council members requesting names for the business representatives. One of the two business members must represent construction interests. This is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets." The other business member would represent regionwide business. The law defines regionwide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office. At the November 19, 2008, TPC meeting the names of three individuals were brought forward. Two of the individuals currently serve on the Committee: Mr. Jed Billings of FNF Construction, (construction interest seat), and Mr. Mark Killian of The Killian Company/Sunny Mesa Inc. (regionwide business interest seat). The third individual whose name was brought forward is Mr. Doug Pruitt of Sundt Construction. Both Mr. Billings and Mr. Killian have indicated their willingness to serve on the TPC if appointed. Since the TPC meeting, Mr. Pruitt has indicated that although he appreciates the opportunity to serve on the TPC, he would be unable to fulfill the duties required of the position. The Regional Council is requested to approve having the Chair of the Regional Council forward the two names recommended by the TPC to the President of the Senate for consideration.

5E. ADOT Red Letter Process

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include: (1) Notifications; ADOT will periodically forward Red Letter notifications to MAG. Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings. If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action. (2) Advance acquisitions; ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors. Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action. With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis. For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded. In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process,

works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT. ADOT has forwarded a list of notifications from January 1, 2008, to June 30, 2008. Of the 435 notices received, 106 had an impact to the State Highway System. This item was on the agenda for information and discussion.

5F. 2008 Annual Report on the Status of the Implementation of Proposition 400

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2008 Annual Report is the fourth report in this series. Staff will brief the Regional Council on the findings of the 2008 report, including the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. A Summary of Findings and Issues has been enclosed and the full report is available on the MAG Web site. This item was on the agenda for information and discussion.

5G. Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and the FY 2009 Arterial Life Cycle Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table. The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed project changes to the FY 2008-2012 TIP are listed in the attached Tables. The project changes in Table A were recommended for approval by the Transportation Policy Committee and include three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. Table A also includes requested project changes for funding and schedule changes to Arizona Department of Transportation projects on Loop 303, and explains the ALCP project change requests by Fountain Hills and Scottsdale to modify regional costs for project work phases. Since the Transportation Policy Committee meeting in October, it was found that four paving projects in Chandler, El Mirage, Ft. McDowell, and Phoenix funded with CMAQ funds need to be included in the FY 2008-2012 TIP, which are listed in Table B. These four projects were previously approved by the Regional Council in January 2008. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination.

5H. Commuter Rail Update

The Regional Transportation Plan that was presented to the voters in Proposition 400 included \$5 million to develop commuter rail options and implementation strategies. In January 2006, the Regional

Council approved forming a commuter rail stakeholders group to assist in preparing a draft scope of work for a commuter rail study. In October 2006, the Regional Council approved selecting URS Corporation to develop a MAG Commuter Rail Strategic Plan. In April 2008, the Regional Council accepted the MAG Commuter Rail Strategic Plan and recommended that MAG proceed with the first four implementation steps: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. In July 2008, the Regional Council Executive Committee approved the selection of URS Corporation to develop the Grand Avenue Commuter Rail Corridor Development Plan for an amount not to exceed \$600,000. At the time, several members advocated that the Union Pacific Corridor also be studied. This corridor was not included due to the Arizona Department of Transportation's (ADOT) current work with Union Pacific on the corridor leading from Tucson to the Phoenix metropolitan area and Union Pacific's desire to only work with ADOT on the corridor. Union Pacific's position has recently changed and ADOT has indicated that a team arrangement with MAG and ADOT on the Union Pacific Corridor within the MAG region would be workable. It is anticipated that a scope of work will be discussed in the Commuter Rail Stakeholders group for a Union Pacific Development Plan within the MAG region. The cost of the Union Pacific Development Plan will be determined once the scope is identified. Due to the greater track length than the Grand Avenue Commuter Rail Corridor Development Plan, the cost is likely to exceed the \$600,000 amount that was approved for the Grand Avenue Corridor. Additional transit studies will require another staff member at MAG. Currently MAG has a 1/4 staff position vacancy that could be used as part of a full time position. Another component of the Union Pacific corridor is a grant received by ADOT to develop an environmental impact statement for the corridor between Tucson and Phoenix. This grant requires a 50/50 match (\$1 million). A report on these commuter rail activities was provided to the Regional Council Executive Committee and Transportation Policy Committee. Once the project scope is determined, a request to fund the study and the staff position will be provided to the Management Committee and Regional Council Executive Committee. This item was on the agenda for information.

5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment contains several projects, including three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification contains several projects, including funding and schedule changes to Arizona Department of Transportation projects on Loop 303 and minor revisions to three Pima Road projects in Scottsdale. Since the Transportation Policy Committee meeting in October, it was found that four additional paving projects in Chandler, El Mirage, Fort McDowell Yavapai Nation, and Phoenix funded with CMAQ funds were inadvertently omitted from the amendment to the FY 2008-2012 TIP approved by the MAG Regional Council on July 23, 2008. These four projects were previously approved by the Regional Council on January 30, 2008 and need to be included in the MAG TIP. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessments were requested by December 3, 2008. This item was on the agenda for consultation.

5J. Approval of the Draft July 1, 2008 Maricopa County and Municipality Resident Population Updates

The Regional Council, by consent, approved the July 1, 2008 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2008, Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce, the MAG Population Technical Advisory Committee and the Management Committee recommended approval of these Updates provided that the County control total is within one percent of the final control total.

5K. Proposed 2009 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2009 revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions are currently being reviewed by MAG member agency Public Works Directors and/or Engineers for a one month period. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2009. This item was provided on the Management Committee and Regional Council agendas for information and discussion.

6. METRO Light Rail Update

John Farry, METRO light rail, provided an update on the new light rail system, which will run from 19th Avenue and Bethany Home Road in Phoenix to Sycamore and Main Street in Mesa, when the system opens December 27, 2008. He said that construction has been completed and the vehicles are currently being tested. Mr. Farry displayed a map of the park and ride locations and said that on opening day, 3,513 spaces will be available, mostly located at the rail termini. He noted that they have a backup plan in case they run out of parking spaces.

Mr. Farry displayed examples of some of the public art that was included on the light rail stations and noted that some cities have requirements for public art as a part of a public works project. He said that the communities along the line were engaged in the designs. Mr. Farry pointed out that the Tempe Town Lake Bridge lighting project won the Grand Award in Engineering Excellence awarded by the Arizona Chapter of the American Council of Engineering. He explained that the LED lights on the bridge can be programmed to display different lighting sequences.

Chair Manross asked Mr. Farry to expand on the bridge's lighting design. Mr. Farry said that the element will operate after dark, and the artist who designed it has input into the program and will work with METRO to ensure the sequences are something the public wants to see.

Mr. Farry displayed a photo of the METRO operations and maintenance center and noted that the facility won the Public Works Project of the Year award by the Arizona Chapter of the American Public Works Association.

Mr. Farry advised that all 50 vehicles have been received and assembled and are now being tested along the 20-mile light rail route. He noted that soon they will begin the pre-revenue service, where the trains will operate just as if they are carrying passengers.

Mr. Farry stated that light rail trains will arrive at stations every ten minutes between the hours of 4:00 a.m. until midnight on weekdays, every 15 minutes on weekends, and every 20 minutes all other times. He advised that because light rail operates in the streets, METRO will travel at the posted speed limit.

Mr. Farry stated that bus and light rail fares are the same pass and same price and noted that riders can pay the difference to transfer to the express or rapid buses. He noted that discounted fares are available for youth, seniors and those with disabilities. Mr. Farry stated that tickets can be purchased by cash or credit card at the vending machines at each station and at other outlets around the Valley, and on the Web.

Mr. Farry then explained some of the new traffic signals that have been installed due to light rail. He said that ongoing safety education is a key element of the light rail program and public outreach efforts include fliers and posters, public service announcements, a driver safety video that has been distributed to fleets such as UPS and FedEx, direct mail, and staff presentations.

Mr. Farry stated that the cities of Phoenix, Tempe, and Mesa have festivities planned for the grand opening weekend of December 27 and 28, 2008. He said that large crowds are expected and noted that planned activities include food, bands, and free rides through December 31. Mr. Farry added that the free ride period will be extended beyond midnight on New Year's Eve to accommodate those who use light rail to go to celebrations. Chair Manross thanked Mr. Farry for his report. She asked members if they had questions.

Mr. Martin expressed that he was seriously concerned with the inadequate signage to warn people to stay off the track. He commented that on the light rail ride before the meeting, he noticed at least ten people on the tracks, including one the train had to stop for. Mr. Martin suggested that METRO might want to do a safety assessment on that. Mr. Farry responded that he would report this back to operations to see if they could address it.

Mr. Smith asked Mr. Farry to report on the appreciation dinner planned for December 26. Mr. Farry stated that the appreciation dinner was being held to recognize those who had a role in the light rail project, including the Regional Council, who approved about \$60 million in CMAQ funds over the years for the light rail project. Mr. Farry said that tables of ten are available for a \$5,000 sponsorship. He reported that U.S. Transportation Secretary Mary Peters, Congressman Ed Pastor, and Congressman Harry Mitchell have indicated they will attend the dinner.

7. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided a report on the financial aspects of the Regional Freeway program in Proposition 400. He said he would give an abbreviated version of the report he had provided at the Transportation Policy Committee meeting. Mr. Anderson stated that the situation with the Proposition 400 sales tax revenue is not improving and he was hoping that the trend in terms of the revenue decline was reversing, but the October 2008 revenue was down 10.2 percent compared to October 2007. He noted that this brings year to date revenue to minus 9.2 percent for this fiscal year. Mr. Anderson stated that fiscal year 2008 revenue declined 3.2 percent, the first time that the sales tax has declined in Maricopa County.

Mr. Anderson stated that ADOT has revised the sales tax projections and he displayed a chart of the September 2008 projections compared to the September 2007 projections, which showed the cumulative revenue is down \$1.1 billion. He said that ADOT asked MAG to emphasize that the projections were based on the findings of the expert panel in August 2008, prior to the economic downturn in September 2008. Mr. Anderson noted that revenue is down 9.2 percent for the first one-third of this year. He pointed out that the revised projections show a slightly higher rate for FY 2009 over FY 2008, but it could end up being less. Mr. Anderson stated that the \$1.1 billion decrease in the sales tax forecast represents an impact of \$635 million to the freeway program, \$120 million to the arterial streets program, and \$376 million to the regional transit program.

Mr. Anderson stated that MAG and ADOT had previously developed an interim forecast. He explained that instead of the \$635 million impact to freeways, the interim forecast showed a \$523 million impact because \$100 million was already taken out of the program.

Mr. Anderson stated that the ADOT-revised HURF forecast for FY 2009-2018 is down a total of \$1.8 billion and he was stunned by the magnitude of change. He explained that because the HURF is composed of about 50 percent gas and diesel taxes, and about 25 percent from the vehicle license tax, and the rest from registration, and motor carrier fees, revenue is down due to the decline in vehicle miles traveled. Mr. Anderson noted that this means an impact to the ADOT state highway fund of about \$948 million, to the cities and towns of about \$560 million and the balance to the counties. Mr. Anderson stated that analysis continues on the impact of the HURF decline on the MAG freeway program, but he thinks it may be more than \$900 million once the more detailed projections are done.

Mr. Anderson reported that the debt service number has not been revised and probably will be lower, due to the lower revenue streams. He said that this means the program will not have the bonding capacity and will not be able to issue bonds. Mr. Anderson added that the inflation allowance may go down, but even with that, the program is looking at a deficit of \$5 billion. He said that additional technical financial work still needs to be done over the next two to three weeks. Mr. Anderson stated that the RTP, approved in 2003, included \$9.4 billion in freeway projects and the current cost estimate is \$15.7 billion, however, this is not a final number.

Through a graph he displayed of the four phases of the freeway program in the RTP, Mr. Anderson pointed out that Phase II shows a major cost issue and added that two major corridor projects occur in

this phase: the South Mountain Freeway that was \$1.1 billion is now estimated at \$2.6 billion, and the Loop 303 that was \$1.4 billion is now estimated at \$2.8 billion.

Mr. Anderson explained that as projects go through the development process, the scopes may sometimes change due to such things as utility relocations. He said that one major issue is the price inflation on the current program of \$3.7 billion, when \$1.4 billion was factored in. Mr. Anderson noted that an allowance for scope increases was also factored in, but that has been exceeded also, and he indicated that the price of oil, which is a major component of highway construction, is the biggest factor in cost increases. He commented that the recent decline in oil prices may translate to lower costs, and he thought it might remain down for a while, but would rise as soon as the economy recovers. Mr. Anderson displayed a graph of the origin of scope changes put together by ADOT and its consultant. He indicated that this will help pinpoint if the cost increase was due to a scope change or to inflation.

Mr. Anderson stated that some Proposition 400 freeway program strategies include federal, state, management, and program strategies, and added that it is important to not overreact and take an axe to the program and delete projects, but to have strategies in place, which he thought could take two to three years to bear fruit. He said that there is an opportunity to receive additional federal funds from a possible federal stimulus package and because the MAG region has projects ready to proceed, the region could receive some of these funds. In addition, transportation reauthorization legislation expires in September 2009, and there is a lot of discussion about how the funds might flow. He commented that this might be an opportunity to increase MAG's federal share. Mr. Anderson also noted there is a lot of discussion on freight, and because I-10 is the premier freight corridor in the nation, it is appropriate that the federal government participates in improvements to that highway. He added that Arizona does not receive its fair share of federal transportation dollars and this is a good opportunity to go to Washington.

Mr. Anderson then addressed four options as possible solutions: stay the course, alternative facilities, policy and value engineering, and reprioritization.

Mr. Anderson explained that in the stay the course option, some value engineering would be done and it is basically extending the program, about five to ten years. He said that with this option, assumptions would have to be made about future funding sources.

Mr. Anderson explained that with the alternative facilities option interim facilities, such as an Arizona Parkway, could be constructed. He advised that this type of parkway can carry about 100,000 vehicles per day, which is near the volume of a freeway that carries 140,000 vehicles per day, yet more than an arterial that carries about 70,000 vehicles per day. In addition, the parkway has a smaller right of way footprint than a freeway, provides mobility and is still affordable. Mr. Anderson stated that MAG staff will do some modeling and come back to the Regional Council in January to show what would happen if the nature of some of these facilities changed.

Mr. Anderson stated that the policy and value engineering model could look at concepts that fulfill the need, but at a lower cost. He advised that the cost of system interchanges has increased over the years; and said that an interchange used to be in the \$60 million to \$80 million range, and noted that the

SuperRedTan cost more than \$200 million and the Loop 303/I-10 system interchange could cost \$500 million.

Mr. Anderson stated that the reprioritization option could look at those projects that might not begin construction for a few years, such as the South Mountain Freeway, due to other work that needs to be completed first. He said that they could look at the timing and project readiness and move them to phases that are more realistic. Mr. Anderson noted that the peer review mentioned by Mr. Smith will need to be completed, and indicated that they do not want to contribute to traffic congestion by adding capacity in certain areas. He explained that this was similar to the Arterial Life Cycle Program when cities wanted to add lanes but they were too expensive. They found that the solution was to improve intersections, because they are typically the congestion points. Mr. Anderson stated that the same thing could apply to freeways without doing a major expansion.

Mr. Anderson stated that staff will go back to the TPC for policy guidance as the technical analysis proceeds. Mr. Anderson explained how the program has a lot of financing capacity in the next ten years and they are working on a strategy they think might allow funding of the program for the next ten years, which is the objective. He said they will report back on a regular basis.

8. Outdoor Light Pollution

Dr. Buell Jannuzi, Director of Kitt Peak Observatory, reported on the importance of the astronomy community to the State of Arizona and on issues related to outdoor light pollution in Maricopa County and how it impacts astronomy. He said that their mission is to support the forefront of astronomical research and education by and for everyone, based on the merit of their ideas.

Dr. Jannuzi stated that Kitt Peak was selected as an astronomical site 50 years ago because of the clear and dark skies, good visibility, nearby necessary support from major universities and industry, and proximity to a major airport.

Dr. Jannuzi advised that a recent study found that astronomy in Arizona nets approximately \$250 million per year for the state's economy, which is not counting the secondary resources to entities. He spoke about the new \$20 million Veritas observatory, and noted that a new telescope for the Discovery Channel is under construction in northern Arizona. Dr. Jannuzi stated that the Gamma-Ray space telescope, which is operated by the Goddard Space Center, was assembled in Gilbert, Arizona. He added that all of the Arizona universities are involved in the NASA study of the search for life.

Dr. Jannuzi stated that one of the recommendations of the NASA study is how the state's legislature, counties, municipalities and tribal nations can keep astronomy sound in Arizona by reviewing their existing statutes and ordinances in an effort to reduce light pollution. Mr. Jannuzi displayed photos of North America taken from the international space station that showed light pollution at night and commented that the light in the pictures is not doing any good, it is just wasting energy and money. He said the effects of light are evident even though the light sources could be more than 100 miles distant. Dr. Jannuzi then showed various pictures of nighttime light pollution affecting Kitt Peak Observatory, Mount Graham, and Flagstaff.

Dr. Jannuzi encouraged incorporating lighting designs that make lighting more efficient. He displayed photos of lit areas that showed light was directed where it was not needed. Dr. Jannuzi commented that a lot of light did not necessarily make areas safer, and it was more important to direct the light downward to provide the most efficient and effective coverage. Dr. Jannuzi stated that new technologies provide new opportunities and new challenges. He showed an example of a full cutoff lighting fixture with no direct uplight and essentially no glare, where all light is used, not wasted. Dr. Jannuzi commented that it is easier to be proactive on new installations than to go back and retrofit existing lighting.

Dr. Jannuzi said that the solution is for jurisdictions to have the same codes that encourage quality lighting, in order to provide better visibility, save money, and protect dark skies. Dr. Jannuzi also noted that education is an important component in conveying the impacts of inefficient lighting and the value of dark skies. He said that the astronomy community has numerous resources and is ready to assist jurisdictions, including speaking to the public. Dr. Jannuzi suggested that MAG might form a working group to serve as the forum for jurisdictions to come together on this. Dr. Jannuzi noted that a recent study showed the energy cost savings that might be realized and offered assistance with reports.

Chair Manross thanked Dr. Jannuzi for his report and mentioned that his report awareness of the many astronomical facilities in the state. She stated that the City of Scottsdale has a lighting standard for its buildings and is currently piloting an LED program. Mayor Manross reported that the payback period is three to four years, but the LED lights last 25 years. She added that it takes long term planning for agencies to invest in this technology.

Dr. Jannuzi noted that Maricopa County, working with Kitt Peak Observatory, was a leader in the 1980s in outdoor lighting, but technology has changed and a lot of things are not covered in codes. He said that it is time to revisit and modernize the codes.

Chair Manross stated that the City of Scottsdale has a sustainability program that has benchmarks it must meet. She said that this might be a good place to include that.

Supervisor Wilson asked Dr. Jannuzi if he had a cost comparison between this type of lighting with typical lighting. Dr. Jannuzi replied that the International Dark Skies Association has lighting fixture cost comparison sheets posted on its website. He noted that the fixtures do not cost more, it is just an issue of choosing the right fixture, and to achieve the benefits, ensure you have full cutoff fixtures instead of full spheres that throw light up, not down. Dr. Jannuzi noted that Ikea in Tempe is an excellent example of good lighting choices. Dr. Jannuzi stated that this is a growing area; if people make good choices now it is very easy and it saves money. They will have less demand in terms of power, but will still be able to illuminate the areas they need to light. He said that no one wants to pay to retrofit their lighting.

Chair Manross added that it also will help to sustain the astronomy community in Arizona. Dr. Jannuzi pointed out the letter in the agenda material from Representatives Culberson and Giffords supporting the federal government trying to make this an EPA issue. He explained that there are health issues associated with light pollution, not just economic and conservation issues. Dr. Jannuzi commented that changing the language in the codes so it is not confusing goes a long way.

Mr. Smith noted that the Kitt Peak ordinance in the 1980s was written by MAG Environmental Director Lindy Bauer. He said that the technology has changed, requiring it to be updated and communicated to jurisdictions. Chair Manross commented on how much lighting technology has changed since she served on the Parks Commission in the 1970s.

9. Defining a Citizen's Agenda for Arizona

Before beginning his report, Dr. Lattie Coor, Chairman and Chief Executive Officer of the Center for the Future of Arizona, extended a salute to Chair Manross for her extraordinary example to all. He expressed his admiration and gratitude for all she has done.

Dr. Coor provided a report on a Gallup Poll that will be conducted for the purpose of building a citizen's agenda that reflects what Arizonans are thinking and identifies a set of clear, measurable goals that describe "The Arizona We Want" in language that is meaningful to citizens.

Dr. Coor stated that three years ago, the Center for the Future of Arizona (Center) combed through 50 major reports created from 1989 through 2004 by policy organizations to create a one-page Arizona vision statement. He stated that this vision was taken to the Arizona councils of governments, local governments, boards of supervisors, chambers of commerce, regional partnerships, and public and private organizations for refinement, and it was adopted by 74 organizations. Dr. Coor stated that it met with some success and has been used as a framework by some organizations.

Dr. Coor pointed out that there were two weaknesses in the vision: it was too conceptual and it was in planner language, not citizen language. He stated that they were approached by people to take it to the next step to have a framework with a citizen's voice and they set about to see if there was a fresh way, a more useful way, to frame an agenda that would address all views on Arizona's future.

Dr. Coor stated that they engaged the Gallup organization to survey 3,600 Arizona citizens in a 15-minute telephone poll over the next eight weeks. Dr. Coor stated that the survey will ask the respondents what they want and envision for themselves and their grandchildren, and then they will put that into a benchmark.

Dr. Coor said that in conjunction with a poll the Gallup organization is doing in 26 U.S. cities called, "The Soul of the Cities," He stated that about 40 percent of the telephone respondents will follow with a Web-based poll of a series of leader-led goals and ask them to give a tradeoff, which will provide an indicator of what they will support. He said they have questions in five categories: infrastructure, energy, education, health care, and job creation.

Dr. Coor stated that they anticipate receiving the report on March 30, 2009, and will take material from that report and in consultation, develop clear measurable goals for each area and use that for the foundation of the framework to be used by candidates for the 2010 election. He expressed that he hoped from the work done they will be able to create a framework that will be used by a variety of groups advocating for change or direction for the future. Dr. Coor indicated that if it works well, they anticipate keeping it updated.

Dr. Coor stated that he would like to come back at a later date and brief the Regional Council on how they and their communities can become involved in the larger effort. Chair Manross thanked Dr. Coor for his report.

Supervisor Wilson expressed his appreciation that Dr. Coor and the Center were moving ahead with this project. He asked if the survey results would differ depending on the time of the year it was conducted, such as in winter when many visitors are resident. Dr. Coor replied that they were hoping to have the poll done earlier and have it completed by January or February, but they had to wait until after the Presidential election.

10. Implementation of GovDelivery for Electronic Communication

Audrey Skidmore, MAG Information Technology Manager, stated that MAG has instituted an electronic mail notification system free to subscribers called GovDelivery. Ms. Skidmore stated that people can sign up to receive notifications by email when updates, such as agendas being posted, are made to MAG Web pages. She explained that GovDelivery will increase the efficiency of communicating with the members of MAG's 25 committees.

Ms. Skidmore advised that GovDelivery is an established company and is being used in more than 50 cities, 35 counties (including Maricopa County), transportation agencies (including the Arizona Department of Transportation), and the federal government (including the US Department of Transportation). She added that MAG is the first COG to utilize GovDelivery.

Ms. Skidmore stated that recipients have the option to sign up to receive notifications on an immediate, daily, or weekly basis. Ms. Skidmore stated that in addition to faster communication, GovDelivery will reduce paper mailings, which will provide an opportunity for substantial cost savings and a reduction to environmental impacts. She then provided an onscreen demonstration of GovDelivery.

Ms. Skidmore pointed out that a green form listing the mailings each Regional Council member usually receives from MAG was at each place. She requested that members fill out their mail delivery preferences, which could include hard copy, hard copy and electronic copy, or electronic copy only. Ms. Skidmore stated that MAG has already completed the process of transferring email address lists of those who already were receiving electronic transmissions to the GovDelivery program. She noted that staff have been providing briefings to their committees, and an article appeared in the most recent MAGAZine newsletter. She noted that the response from the committees has been excellent and since the system went live on November 5, 2008, more than 200 casual visitors to the MAG Web site signed up for GovDelivery notifications and. Chair Manross thanked Ms. Skidmore for her report and commented that GovDelivery seemed an excellent program.

11. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, stated that there has been a lot of discussion about a potential federal economic stimulus package that is being proposed by Congress and the incoming administration. He pointed out that current discussion puts the planned stimulus at \$300-700 billion, with \$500 billion being the most widely discussed figure.

Mr. Pryor stated that this week when President-Elect Obama met with the National Governors Association, the governors made a request for economic stimulus to the states including support for infrastructure. He noted that the governors proposed \$136 billion in infrastructure projects as part of the larger proposed stimulus package and added that this figure is higher than the \$13.5 billion proposed last month in the Senate. Mr. Pryor advised that other components of the stimulus may include tax cuts for the middle class and up to \$40 billion for Medicaid. Mr. Pryor stated that the media reported that staff from the governors association has lowered expectations somewhat on how many projects would be ready to start construction in six months.

Mr. Pryor advised that a relaxation of the process needs to be emphasized to ensure the money gets to the states and regions. He said that Congress has indicated that they intend to have a bill ready for the next president to sign when he takes office, but specific details are still unknown. Mr. Pryor indicated that MAG staff will continue to monitor the progress of the proposed economic stimulus package.

Mr. Pryor reported that on October 27, 2008, MAG staff was contacted by the National Association of Regional Councils (NARC) with a request for a list of projects for the region in preparation for the U.S. House of Representatives, Committee on Transportation and Infrastructure hearing to be held on October 29, 2008. He said that in response to the NARC request, MAG staff asked member agencies to submit projects that would be ready to start construction within three to six months. He expressed appreciation to member agency staff for providing this information with only a one-day turnaround.

Mr. Pryor stated that MAG staff compiled the projects into a summary titled "MAG Region Funding Amounts for Potential Economic Stimulus Legislation," which was sent to NARC staff. He noted that a copy was at each place. Mr. Pryor stated that MAG staff met with Congressman Harry Mitchell and provided this information to him. Mr. Pryor thanked David Martin for arranging the meeting.

Mr. Pryor stated that since then MAG staff has continued receiving and compiling project submittals and has sent the updated versions to NARC staff and Congressman Mitchell's office. He advised that the current total for all projects submitted for the region is more than \$3.8 billion.

Mr. Pryor reviewed the material by saying that Table A highlights those projects that are ready to construct within three to six months of funding and have been through design and environmental processes. He pointed out that the second row of Table A shows \$30 million if the federal share maximum was increased to 100 percent. Mr. Pryor noted that this would allow member agencies to direct their matching monies elsewhere. Mr. Pryor explained that Table B highlights projects that may be eligible for stimulus support if the legislation is broad in scope.

Mr. Smith stated that this money really needs to be moved quickly and an urgency needs to be conveyed to get the money rolling. He said that if the existing federal process is followed, any stimulus will be mired down; to make an improvement in the economy a relaxation of the rules needs to happen.

Mr. Martin mentioned that if there are any specifics MAG could provide him, he was meeting with Senator Kyle the next morning. He indicated he would be glad to convey to the Senator the message conveyed to the Regional Council.

Mr. Smith expressed that lessons were learned with the I-17 improvements when it was found that a project could be done much faster with the design build process. He said that we now need to design-build regulate and need to work a parallel process, rather than a linear process where 30 steps need to be completed before a project turns dirt.

Chair Manross noted that the design build process also saves money.

12. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Hull introduced his Social Services/Community Services Director, Diane Dempsey.

Mayor Berman expressed that he was appreciative to Chair Manross for a number of things, but on the top of the list was her example of regional cooperation and having regional vision, sometimes at her own personal expense. Mayor Berman said that he would be a lot better off if he could be more like her. He added that she is a great leader and he would never forget her. Mayor Berman expressed thanks to her for her contributions and the impression she made on him personally.

Supervisor Wilson commented that it had been nice to know Chair Manross and to work with her on problems that they could disagree on and not be disagreeable. He thanked her for all she had done and said that he would miss her.

Chair Manross expressed her appreciation to everyone for working with her and added that they made a big difference in her life. She said that in a way, elected leaders are doing God's work, for the benefit of their agencies and the state.

There being no further business, the Regional Council meeting adjourned at 6:25 p.m.

Chair

Secretary